

WAAS CH 45908 W30A	APP CRS 300°	Rwy Idg TDZE 1266 Apt Elev 1274
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RNAV (GPS) RWY 30

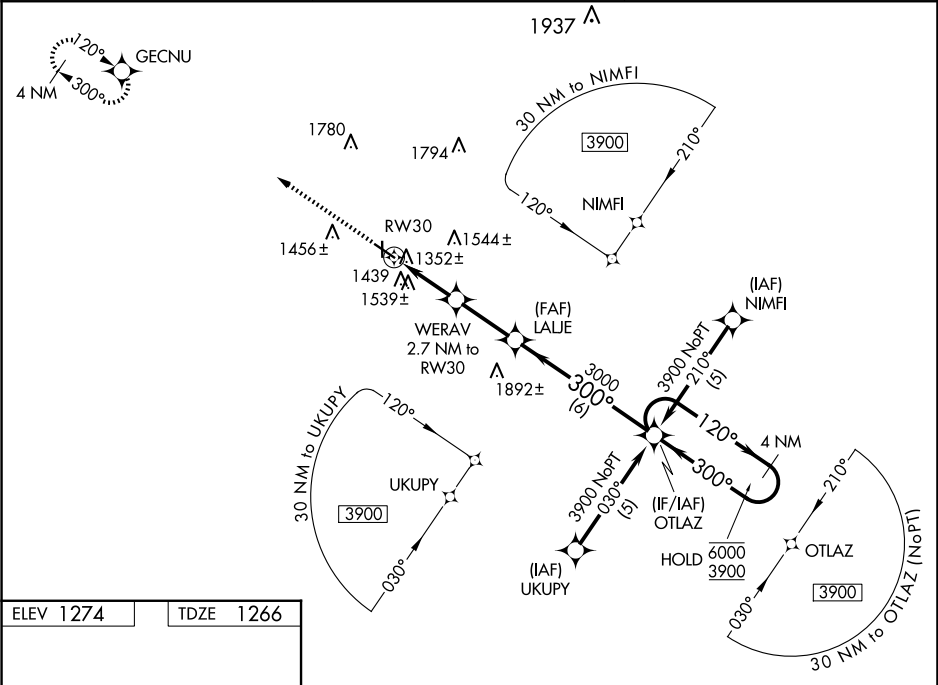
DENISON MUNI (DNS)

RNP APCH-GPS.

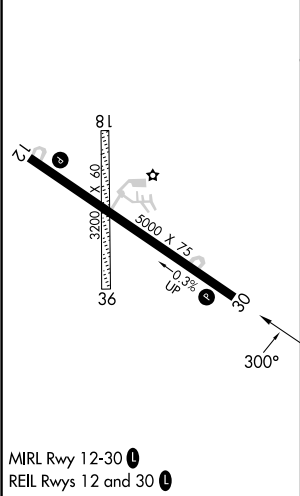
⚠ Circling NA to Rwys 18 and 36. Rwy 30 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Baro-VNAV and VDP NA when using Carroll altimeter setting. When local altimeter setting not received, use Carroll altimeter setting; increase LPV DA to 1623 feet, increase LNAV/VNAV DA to 1925 feet and all visibilities $\frac{1}{8}$ SM, increase all MDA 80 feet; increase LNAV and Circling visibility Cat C $\frac{1}{4}$ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below - 17°C or above 54°C.

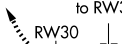
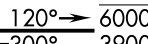
MISSED APPROACH:
Climb to 3300 direct
GECNU and hold.

AWOS-3 119.95	MINNEAPOLIS CENTER 119.6 290.4	UNICOM 122.8 (CTAF)
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ELEV 1274	TDZE 1266
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3300 ↑	GECNU 	VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 40).		4 NM Holding Pattern	
*LNAV only		WERAV 2.7 NM to RW30	LALJE 3000	OTLAZ	
		*1.6 NM to RW30			
		*2140		GP 3.00° TCH 40	
CATEGORY	A		B	C	D
LPV DA	1551-1 285 (300-1)				NA
LNAV/ VNAV DA	1853-1¾ 587 (600-1¾)				NA
LNAV MDA	1800-1 534 (600-1)			1800-1½ 534 (600-1½)	NA
CIRCLING	1840-1 566 (600-1)	1880-1 606 (700-1)	2100-2½ 826 (900-2½)		NA